

**1995
PORT STATE CONTROL
REPORT**



AUSTRALIA

PREFACE

I am pleased to present AMSA's 1995 Port State Control Report. This report demonstrates AMSA's ongoing commitment to the implementation of an objective and accountable port State control program.

The results of AMSA's port State control inspections demonstrate that there is a continuing need for owners, operators, flag States and classification societies to pay closer attention to the maintenance of ships and their equipment at all times and not just when a scheduled survey is due. The majority of deficiencies continue to be with life-saving and fire-fighting appliances. This clearly indicates a lack of maintenance of items which are not used during normal day to day operations on board. Management systems both ashore and afloat must continually reinforce the need to develop a safety culture in order to address this deterioration in basic seamanship practice.

Long term viable solutions to problems associated with substandard and unseaworthy vessels can only be achieved through international action by individuals, organisations and governments having responsibility for ship safety. The answer lies in all owners, operators and flag States implementing convention requirements to acceptable levels. If such compliance cannot be achieved through the existing regulatory systems then there is the real possibility of some nations taking unilateral action to protect their ports and the ocean environment.

It is important that I acknowledge the benefits that AMSA's port State control program achieves through the increasing international co-operation on port State control matters. Within the Tokyo MOU countries the development of computer networks and the training of surveyors from emerging economies is assisting in enhancing regional maritime safety standards. In addition the planned establishment of direct computer links to the databases of the Paris MOU will be a major factor in tracking and identifying unseaworthy ships.

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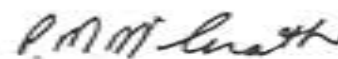
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OVERVIEW

Port State Control - Application

Control inspections, under the authority of international conventions, are carried out to ensure that foreign flag ships are seaworthy, do not pose a pollution risk, provide a healthy and safe working environment and comply with relevant conventions. Such inspections are carried out on foreign vessels visiting Australian ports by AMSA marine surveyors.

When undertaking a control inspection the surveyor first conducts a primary inspection which consists of a visit on board to verify that necessary certificates and documents are valid, and to conduct a brief examination of the vessel to give the surveyor an opportunity to judge the vessel's general appearance and condition. Where certification is invalid or where there are clear grounds to suspect that the ship and/or its equipment may not be in substantial compliance with the relevant convention standards, a more detailed inspection is undertaken.

Grounds for carrying out a detailed inspection may consist of any of the following: a report or notification from another authority detailing problems with the vessel; report or complaint from the master, a crew member, or any person or organisation with a legitimate interest in the safe operation of the ship or in the prevention of pollution; the detection of serious deficiencies during a primary inspection or where there is concern that the crew may not be able to operate the vessel or its equipment in a safe and pollution free manner.

Port State Control in Australia

Australia is one of an increasing number of countries with an active and clearly defined program of port State control inspections in accordance with the authority and responsibilities under SOLAS, MARPOL, Load Line, STCW and other relevant conventions. The current program of port State control inspections of foreign flag ships visiting Australian ports is conducted by 45 AMSA surveyors stationed at 16 strategically located offices. These staff conduct inspections in over 60 ports and off-shore terminals.

Australia has an obligation to implement and administer various conventions to which it is a

signatory. Under its port State control regime, AMSA aims to inspect at least 25% of foreign ships visiting Australia. This percentage is based on the number of eligible ships visiting Australian ports during a given year. For this purpose eligible ships means ships which have not been inspected by AMSA within the 6 months (3 months for passenger ships) immediately preceding the date of arrival at a port. Inspection figures by port for 1995 and for the four previous calendar years are shown at Table 1.

When conducting inspections AMSA surveyors are guided by a set of "Instructions to Surveyors" which are based on a number of resolutions promulgated by the International Maritime Organization (IMO).

It is important that such inspections, as far as possible, are carried out in a uniform manner. Included in the "Instructions to Surveyors" is a guide for primary inspections and more detailed instructions related to individual aspects of a vessel such as life saving and fire fighting equipment as well as the strength and watertight integrity of the hull.

The results of control inspections carried out by AMSA are stored and collated in a computer database system (SHIPSYS) which operates on a minicomputer located in Canberra.

On-line and multi-user data entry is provided via AMSA's local area network, leased and public lines. Details of inspections are recorded by the inspecting surveyor immediately an inspection is completed. This information is then readily available to all AMSA surveyors throughout Australia. This reduces the likelihood of a well found vessel being unnecessarily inspected at subsequent ports.

The computer system is being continuously reviewed to ensure the integrity of data and to simplify procedures for users. During the year facilities were provided to increase processing capability, to connect all remote ports staffed by AMSA surveyors directly into the system and to improve the available range of report formats. A major overhaul of the system was undertaken in 1995 to improve its user friendliness, to make it more compatible with similar international systems and to enhance its use as a management tool.

Table 1 - Total ship inspections by port

Port	Number of Inspections				
	1991	1992	1993	1994	1995
Abbot Point	0	4	10	5	10
Albany	0	2	1	2	0
Ardrossan	3	0	0	7	5
Barry Beach	0	0	0	2	1
Bell Bay	11	4	7	24	23
Bing Bong Creek	0	0	0	0	1
Brisbane	68	122	120	148	195
Broome	0	0	0	1	0
Bunbury	0	6	6	12	11
Bundaberg	0	2	2	2	7
Burnie	10	13	9	8	9
Cairns	6	22	17	27	17
Cape Cuvier	0	2	0	0	0
Cape Flattery	0	0	0	1	0
Dairymple Bay	0	6	36	29	52
Dampier	72	202	224	290	290
Darwin	9	16	26	23	47
Devonport	2	1	3	4	3
Eden	0	0	0	1	0
Esperance	0	0	0	5	2
Fremantle	29	48	45	42	38
Geelong	10	39	60	96	81
Geraldton	0	2	1	6	3
Gladstone	88	120	113	131	139
Gove	0	0	0	1	11
Groote Eylandt	0	0	0	0	2
Hay Point	0	5	57	40	73
Hobart	1	3	1	3	5
Karumba	0	0	0	0	2
Kamell	0	0	12	15	19
Kwinana	66	86	118	141	118
Lucinda	0	0	0	5	1

Port	Number of Inspections				
	1991	1992	1993	1994	1995
Mackay	5	10	30	26	34
Melbourne	60	168	128	87	156
Morrilyan	1	2	9	7	4
Newcastle	48	237	232	264	312
Offshore Fixed West	0	0	0	0	1
Onslow	0	0	0	2	1
Point Wilson	0	2	0	1	0
Port Adelaide	76	104	66	62	45
Port Alma	3	2	2	9	10
Port Bonython	0	0	0	4	9
Port Botany	52	69	96	170	146
Port Giles	0	4	1	1	2
Port Hedland	26	128	139	168	187
Port Kembla	20	70	158	156	115
Port Latta	0	0	0	1	0
Port Lincoln	4	4	5	10	11
Port Pirie	2	5	9	19	13
Port Stanvac	0	5	3	3	7
Port Walcott	11	45	46	71	61
Portland	4	25	26	34	14
Spring Bay	0	1	1	3	1
Stanley	0	0	0	1	1
Sydney	82	102	127	184	195
Thevenard	3	3	4	6	2
Townsville	2	4	26	38	27
Useless Loop	1	0	0	0	0
Wallaroo	2	7	6	19	6
Weipa	0	1	1	3	4
Western Port	4	14	14	9	13
Whyalla	0	3	2	2	10
Yampi Sound	1	0	0	0	0
Other	1	0	4	3	0
TOTAL	783	1720	2003	2406	2542

Australia is committed to an active port State control inspection program. In the opinion of the House of Representatives Standing Committee on Transport, Communications and Infrastructure, which conducted an inquiry into ship safety, Australia's reputation for conducting port State control inspections was tangible proof that a vigorous port State control inspection system can be effective in deterring substandard ships from coming to Australia.

Further, this was deemed a major area in which Australia could directly influence levels of ship safety. The Committee's 1992 report, "Ships of Shame" and its sequel which was published in 1995, provided further support for the program.

In the past the program has been carried out with little contact with other countries. The establishment of the Asia-Pacific regional port State control scheme in 1994 should further strengthen the effectiveness of inspections.

Importantly, the regional port State control inspection system should serve as a further warning to ship owners and operators that unseaworthy and/or substandard ships will be detected and possibly detained.

Port State Control - International Perspective Introduction

Widespread and growing concern caused by increasing numbers of unsafe ships has been reflected in discussions at IMO. During these discussions it was agreed that an effective method for combating the risk posed by substandard ships is port State control. It was also recognised that port State control procedures must be uniformly applied in all parts of the world to prevent unsafe ships being diverted to ports where port State control standards are either minimal or not enforced.

The experience and success of countries participating in the Paris Memorandum of Understanding on Port State Control has shown that greater effectiveness can be achieved through regional cooperation. Such arrangements enhance the effectiveness of identifying unsafe ships, coordinates action to ensure that serious deficiencies are rectified before departure, and ensures that all deficiencies are rectified within an appropriate time scale.

This success encouraged the IMO Assembly to promulgate Resolution A.682(17) - "Regional Cooperation in the Control of Ships and Discharges" which recognises the important contribution to maritime safety and pollution prevention made through regional cooperation. This resolution invites Governments to consider concluding regional agreements on the application of port State control measures in cooperation with IMO.

Regional Port State Control

During 1995 considerable world wide progress was made in the establishment of regional arrangements for performing port State control in accordance with Resolution A.682(17). Recently established arrangements in the Asia-Pacific and Latin American regions continued to be developed and refined while progress was made within other regions towards the development of a memorandum of understanding for regional agreements.

Significant Developments During 1995

Developments Resulting from the "Ships of Shame" Inquiry

The Report of the House of Representatives Standing Committee on Transport, Communications and Infrastructure, "Ships of Shame", was published in December 1992. With reference to port State control inspections, the Committee was of the view that port State control was a key element in ensuring acceptable levels of maritime safety.

The Government responded to the Report in August 1993 and accepted the general thrust of the recommendations. In some cases AMSA had already instigated changes to procedures prior to the report's release and the safety program now benefits from those changes.

During 1995 the Committee continued its inquiry into developments at the national and international level in relation to the issues identified in the "Ships of Shame" report. A number of public meetings were held during the year and a report "Ships of Shame - A Sequel" was published in December 1995.

This latest report contains eleven recommendations aimed at improving the quality of ships and the welfare of crew members. In particular it identifies that the principal source of substandard ships continues to be

flag States which ignore their responsibilities under the maritime conventions they have ratified, and concludes that port State control mechanisms are still the most effective means of ensuring regulatory compliance for shipping. This situation is likely to persist into the foreseeable future.

Asia-Pacific Regional Cooperation on Port State Control

On 1st April 1994 a memorandum of understanding (MOU) on port State control entered into force for a number of maritime nations in the Asia-Pacific region. This agreement, or MOU, requires each administration to establish and maintain an effective system of port State control with a view to ensuring that, without discrimination, foreign merchant ships visiting its ports comply with appropriate international standards. An inspection target rate has been set at 50% of ships operating in the region by the year 2000 and the agreement requires each administration to consult, cooperate and exchange information with the other Authorities in order to further the aims of the MOU.

The countries whose maritime administrations are parties to the MOU are Australia, Canada, China, Hong Kong, Japan, Korea, Malaysia, New Zealand, Papua New Guinea, Russian Federation, Singapore and Vanuatu.

To administer the implementation and ongoing operation of the agreement a Committee and a Secretariat has been formed. The Committee is composed of a representative of each of the authorities that have adopted the MOU.

The first meeting of the Committee was held at Beijing in April 1994 and a Secretariat has been established in Tokyo to service the committee.

To facilitate the timely exchange of information and details of ship inspections between the members of the Asia-Pacific MOU, a computer database has been established in Canada. Details of AMSA inspections are transmitted twice a week and information from the data base is retrieved when details of previous inspections are required for a ship being considered for inspection.

Two meetings of the Committee were held during 1995. The first at Kuala Lumpur in January and the second at Hong Kong in December. Each meeting was preceded by two day Regional Database Managers meetings which were chaired by AMSA. The main outcomes of these meetings were:-

- Preparation of a port State control manual to provide uniform guidance for surveyors undertaking control inspections.
- Adoption of a strategy for training surveyors in port State control and computer operations.
- Provisions for assisting administrations with computer connection to the central database in Canada.
- Development of a policy for inter-regional exchange of information and for dissemination of ship inspection data.
- Agreement for the monthly dissemination of statistics on inspection information from the central database.
- Agreement on a method of determining the target number of annual inspections for each country.
- Adoption of uniform criteria for the detention of ships.
- Adoption of procedures for harmonising inspection reports.

An important issue for the Committee is the wide variation in technical expertise and administrative capabilities of the various countries performing port State control inspections. The success of the regional MOU and ultimately a global network of interconnecting regional systems will depend to a large extent on uniformity being achieved in the inspection standards and procedures of countries within the region.

To this end the Committee has established a basic training scheme for port State control surveyors and holds seminars for experienced surveyors to meet and exchange ideas.

The first basic training course was held during the year at the Overseas Shipbuilding Cooperation Centre in Japan and the first surveyors seminar was held in Singapore. AMSA surveyors presented lectures at both of these events.

Developments within the International Maritime Organization

IMO has recognised that not all flag States are able to ensure that their ships are fully maintained to international convention standards, thus placing an increased burden on port States. As part of IMO's more active approach to the safety of ships and their crews and protection of the marine environment the Sub-Committee on Flag State Implementation (FSI) was formed.

Important objectives of the FSI Sub Committee are to assess the current level of implementation of IMO instruments by flag States, to assess problems being experienced by States in implementing instruments, to identify the reasons for such problems and to make proposals to assist parties to implement and comply with the provisions of the instruments.

Non-compliance with IMO instruments is an issue identified in the "Ships of Shame" Report as being the cause of many problems within the shipping industry.

The third session of the Sub-Committee (FSI 3) was held in February 1995. Major issues concerning port State control which were considered at that session included:

- The development of a code of conduct for port State control (PSC) surveyors;
- Training and qualifications of PSC surveyors;
- Amalgamation of all Assembly resolutions relating to PSC inspections.

As useful as these developments will be the Sub-Committee has yet to fully address the issue of accountability for parties to IMO conventions. Until the accountability issue is fully addressed a viable and sustainable solution to the current safety problems will not be developed. The current separation of maritime safety issues through the IMO and ship registration matters through UNCTAD does not assist in establishing a coordinated strategy aimed at addressing safety issues which stem from both operational and economic factors.

Recognising these problems, AMSA has consulted widely with a number of administrations and

organisations to establish a means of ensuring flag States accept the responsibility and accountability for enforcing the conventions to which they are a party. AMSA will be canvassing the proposal that a new treaty instrument be developed which will ensure effective compliance by flag States with IMO safety and pollution prevention instruments.

Bulk Carrier Safety

The IMO Maritime Safety Committee established a working group and a intersessional correspondence group, under the coordination of AMSA, to develop measures for improving the safety of bulk carriers. Although this work will not be concluded until later in 1996, a number of measures were introduced during the year which require both AMSA and bulk cargo terminal operators to cooperate more closely with ships crews to facilitate the safety of bulk carriers during their loading and unloading.

Crew Competence

The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), which is concerned with crew competence, has undergone an extensive review due to the lack of internationally accepted competency criteria. The current absence of performance criteria inhibits AMSA from taking a more proactive stance in the area of crew competence. This review should correct the situation and assist AMSA in the implementation of control measures to assess the ability of crews to safely operate their ships.

Vessel Operations

In line with developments in European nations, port State control inspections are concentrating more on the management of the vessel and capability of the crew. Technological developments, such as sophisticated cargo handling systems, advanced engine and navigation control equipment and more prescriptive vessel traffic systems will extend the role of port State control in monitoring and enforcing acceptable safety standards.

PORT STATE CONTROL INSPECTIONS 1995

Inspections

AMSA surveyors conduct port State control inspections in accordance with international guidelines published by the IMO and ILO. During 1995, 2542 inspections were carried out on ships registered in 69 countries. Table 1 gives the number of inspections carried out in each port.

The total number of individual ship visits to all Australian ports during 1995 is estimated to be 12,746. Many of these visits were made by regular traders and ships calling at more than one port. It is estimated that 4,575 "eligible" ships (an eligible ship is one which has not been inspected by AMSA during the previous six months - three months for passenger ships) visited Australian ports during 1995. This gives an inspection rate for the year of 55.6%.

The annual number of inspections has gradually increased since recording of data commenced in 1991 as indicated in figure 1.

The types of ships inspected are summarised in Table 2. It will be noted that well over half the vessels (57.5%) inspected were bulk carriers. This is slightly lower than last year's figure of 60.59%.

The number of ships inspected from each flag State are listed in Table 3.

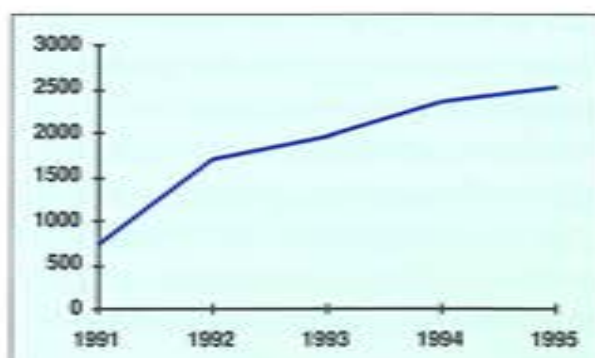


Figure 1 - Increase in the rate of inspections.

Table 2 - Total ship inspections by vessel type

Vessel Type	Number of Inspections				
	1991	1992	1993	1994	1995
Chemical Tanker	21	55	54	68	59
Combined Oil/Chemical Tanker	0	1	5	7	19
Container Ship	60	128	144	197	221
Cutter/Dredger	0	0	0	0	1
Dry Bulk Carrier	430	1027	1296	1458	1462
Dynamically Supported Craft	0	1	0	0	0
Factory Ship	0	0	1	0	0
Ferry	13	18	10	16	4
Fishing Vessel	0	1	3	0	2
Gas Carrier	15	14	39	44	47
General Dry Cargo	78	138	128	175	175
Heavy Lift Carrier	3	6	9	7	5
Livestock Carrier	9	19	17	36	53
Oil Tanker	43	68	92	115	132
Ore/Bulk/Oil Carrier	10	48	26	19	34
Other Type - Tanker	19	32	8	10	13
Pallets Carrier	0	1	0	2	0
Passenger V/L	0	0	11	17	30
Refrigerated Cargo Carrier	0	0	28	43	28
Rescue/Standby Ship	0	0	0	0	3
Research Ship	0	0	1	2	5
Ro-Ro Cargo Ship	13	37	42	61	73
Special Purpose Vessel	1	1	2	4	3
Supply Ship	0	5	4	9	14
Survey Vessel	1	1	1	1	2
Training Ship	0	0	0	0	1
Tag/Towing Vessel	3	3	6	6	4
Uninsured Vessel	0	0	0	0	3
Vegetable Oil Tanker	2	1	1	3	1
Vehicle Carrier	16	32	39	53	94
Woodchip Carrier	0	0	15	35	45
Other Types/Not known	46	83	21	18	9
TOTAL	783	1720	2003	2406	2542

Table 3 - Total ship inspections by flag

Flag	Number of Inspections				
	1991	1992	1993	1994	1995
Algeria	0	0	0	1	1
Antigua and Barbuda	0	5	6	15	26
Antilles, Netherlands	7	5	10	10	10
Austria	0	0	1	3	1
Bahamas	18	65	63	109	116
Bangladesh	1	0	0	0	0
Belgium	1	2	4	3	4
Belize	0	0	0	0	1
Bermuda	3	5	9	12	19
Brazil	1	2	2	2	2
Bulgaria	0	5	1	1	0
Cayman Islands	0	0	5	1	0
Chile	0	2	1	0	1
People's Republic of China	53	106	107	136	109
Colombia	0	1	0	1	0
Croatia	0	0	0	0	2
Cyprus	19	40	55	80	78
Czechoslovakia	1	0	1	2	0
Denmark	4	23	21	35	44
Egypt	3	15	12	13	8
Estonia	0	0	1	1	2
Fiji	2	1	5	1	3
France	3	12	10	17	15
Germany	9	20	31	32	40
Gibraltar	1	4	2	2	0
Greece	54	119	143	182	169
Honduras	2	1	4	2	2
Hong Kong	26	57	95	102	105
India	15	23	48	44	51
Indonesia	4	5	9	9	10
Iran	9	9	28	22	18
Ireland	0	0	1	2	1
Israel	2	1	2	3	0
Italy	6	5	10	12	11
Japan	44	90	109	110	112
Jordan	0	0	1	1	0
Korea, Democratic People's Republic	1	10	13	0	1
Korea Republic	13	36	48	58	49
Kuwait	4	5	6	7	8
Latvia	0	0	0	2	0
Lebanon	1	5	3	2	4
Liberia	77	170	199	209	235
Libya	0	0	0	0	1
Luxembourg	1	1	2	11	8

Flag	Number of Inspections				
	1991	1992	1993	1994	1995
Malaysia	22	23	32	36	36
Malta	4	8	16	31	39
Isle of Man	2	1	6	12	16
Marshall Islands	1	6	7	6	3
Mauritius	1	2	3	1	3
Mexico	0	0	0	1	1
Myanmar	0	18	11	3	9
Netherlands	14	20	27	32	46
New Zealand	3	11	7	13	12
Norway	61	93	104	90	83
Panama	101	273	298	407	479
Papua New Guinea	1	0	1	4	3
Philippines	64	161	169	190	189
Poland	1	2	3	6	7
French Polynesia	0	0	2	1	2
Portugal	0	0	1	2	1
Qatar	0	0	1	2	0
Romania	2	0	6	5	4
Russian Federation	-	-	8	50	46
Saint Vincent and the Grenadines	5	17	12	29	23
Samoa	0	1	0	0	0
Saudi Arabia	5	8	3	4	2
Singapore	16	60	69	76	110
Sri Lanka	1	1	1	1	1
Suriname	0	0	1	0	0
Sweden	1	2	3	0	2
Switzerland	1	1	3	3	6
Taiwan	12	32	35	42	43
Thailand	2	1	4	9	13
Tonga	6	3	5	6	6
Turkey	4	11	11	21	20
Turkmenistan	0	0	0	0	1
Ukraine	-	-	-	16	10
Union of Soviet Socialist Republics	34	48	40	-	-
United Arab Emirates (UAE)	2	1	1	5	2
United Kingdom	6	23	21	29	27
United States of America	1	0	1	2	9
Vanuatu	6	12	16	15	20
Venezuela	0	0	2	1	0
Yugoslavia	10	5	1	-	-
Others	9	26	4	0	1
TOTAL	783	1720	2003	2406	2542

Detentions

A ship is detained under the Navigation Act when the deficiencies observed during an inspection are considered by the inspecting surveyor to render the ship unseaworthy or substandard.

When intervention action is taken to detain a ship, AMSA follows the international convention requirements of informing the Consul or the nearest diplomatic representative of the ship's flag State and the appropriate classification society. Details of the intervention are subsequently reported to the IMO.

A ship is not deemed to be seaworthy under the Navigation Act unless:

- it is in a fit state as to condition of hull and equipment, boilers and machinery, stowage of ballast or cargo, number and qualifications of crew including officers, and every other respect, to encounter the ordinary perils of the voyage then entered upon; and
- it is not overloaded.

Under the Navigation Act a substandard vessel is one where conditions on board the ship are clearly hazardous to safety or health.

Serious deterioration of the hull structure, overloading or defective equipment such as life-saving, radio and fire-fighting equipment would be considered cause to render a ship unseaworthy. Vessels which seriously breach the provisions of Marine Orders Part 11 (Substandard Ships), which implements the spirit of ILO147, may also be detained if considered to be substandard. AMSA surveyors use their professional judgement to determine if a ship should be formally detained under the Navigation Act.

In 1995, 244 ships registered in 38 countries were observed to have deficiencies sufficiently serious to impair their seaworthiness and warrant detention. Table 4 gives the number of ships detained, according to flag State. The detention rate when expressed as a percentage of the total number of ships inspected was 9.6%. This is considerably higher than last year's detention rate of 6.36%. Bulk carriers accounted for 71.24 % of the ships detained in 1995.

The dominance of bulk carriers in the Australian statistics is again a reflection of the large numbers of this ship type visiting Australia, the rigorous conditions under which they operate and their age.

Table 4 - Total ships detained by flag

Flag	Number of Ships		Detentions as % of ships inspected
	Detained	Inspected	
Algeria	1	1	-
Antigua and Barbuda	1	26	4%
Antilles, Netherlands	1	10	10%
Bahamas	6	116	5%
Brazil	1	2	-
Cyprus	12	78	15%
Denmark	2	44	5%
Egypt	1	8	-
France	1	15	7%
Germany	2	40	5%
Greece	9	189	5%
Hong Kong	6	105	6%
India	7	51	14%
Indonesia	5	10	50%
Iran	3	18	17%
Italy	1	11	9%
Japan	4	112	4%
Korea (South)	5	49	10%
Lebanon	1	4	-
Liberia	23	235	10%
Malaysia	2	36	6%
Malta	5	39	13%
Myanmar	1	9	-
Norway	6	83	7%
Other/unregistered	1	1	-
Panama	55	479	11%
Papua New Guinea	2	3	-
People's Republic of China	20	109	18%
Philippines	22	189	12%
Romania	2	4	-
Russian Federation	7	46	15%
Saudi Arabia	1	2	-
Singapore	12	110	11%
St. Vincent & the Grenadines	4	23	17%
Taiwan	3	43	7%
Thailand	2	13	15%
Turkey	3	20	15%
Ukraine	2	10	20%
Vanuatu	2	20	10%
TOTAL	244		

Note: No percentage shown when number of inspections was less than ten.

Table 5 - Detention against Classification Society

Flag	Number of Ships		Detentions as % of ships inspected
	Detained*	Inspected	
American Bureau of Shipping (AB)	25	261	10%
Bureau Veritas (BV)	15	140	11%
China Classification Society (CCS)	23	116	20%
China Corporation Register of Shipping (CCR, Taiwan)	3	38	8%
Det Norske Veritas (DNV)	20	249	8%
Germanischer Lloyd (GL)	9	145	6%
Indian Register of Shipping (IRS)	2	17	12%
Korean Register of Shipping (KR)	6	89	7%
Lloyd's Register of Shipping (LR)	24	551	4%
Maritime Register of Shipping (RS, Russian Federation)	11	57	19%
Nippon Kaiji Kyokai (NK)	71	793	9%
Registro Italiano Navale (RINA)	5	34	15%
Registro Naval Roman (RNR)	2	3	-

* Includes only ships which were detained because of deficiencies to items which are under Classification Society Survey.
Note: No percentage shown when number of inspections was less than ten.

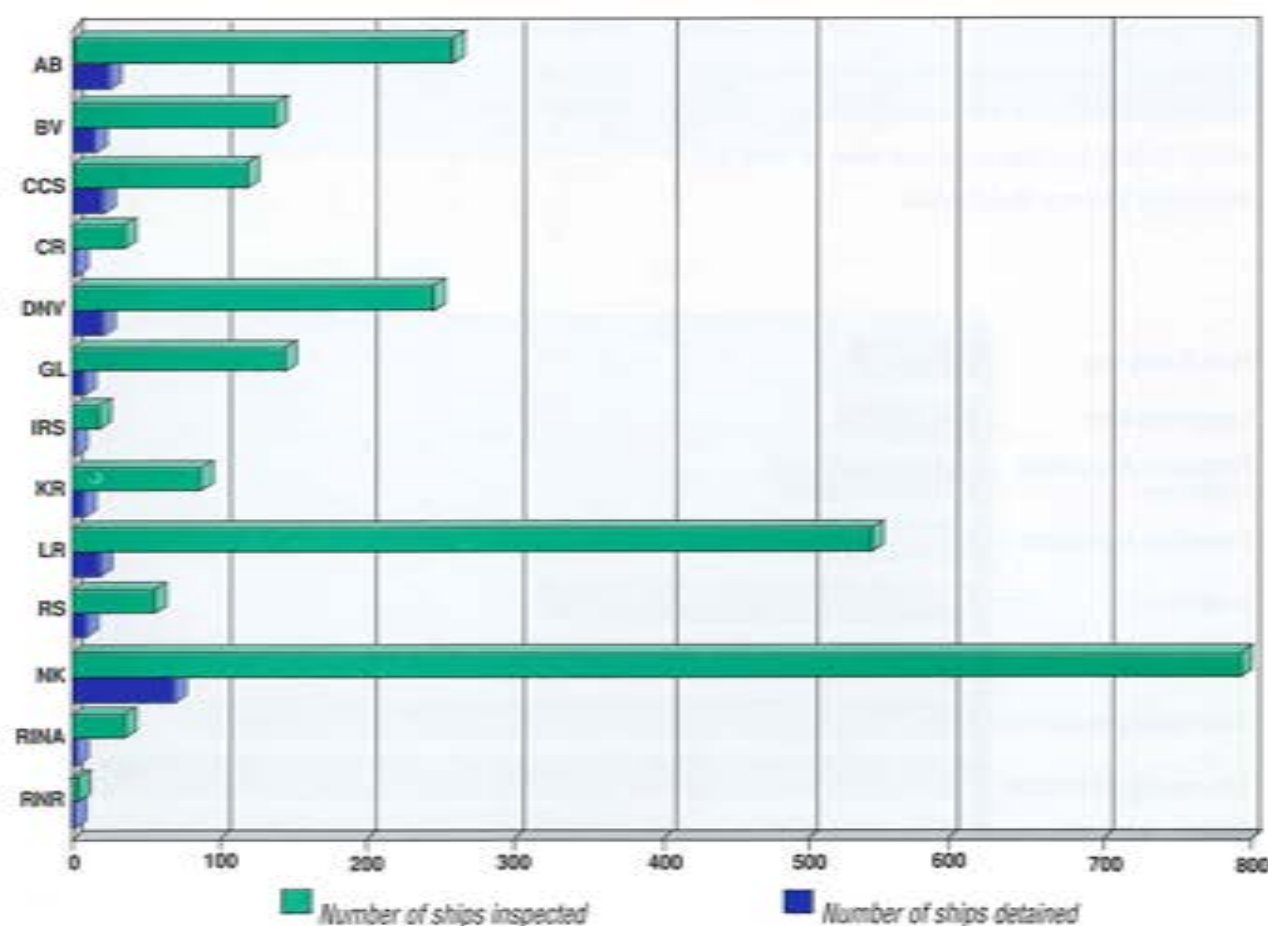


Figure 2 - Number of ships inspected/detained against Classification Society

Deficiencies

A deficiency is recorded when the condition of a ship's hull or its equipment does not conform to the requirements of the relevant IMO safety or pollution prevention conventions where the crew are not able to safely operate their vessel or where hazards to the health or safety of the crew exist which are considered to be in breach of ILO 147.

Deficiencies usually arise from:

- the absence of either equipment or approved arrangements required by conventions;
- non-compliance of equipment or arrangements with the appropriate specifications of the relevant convention; and,
- substantial deterioration of the ship or its equipment, such as life-saving appliances, fire-fighting equipment or radio equipment.

The 10,563 deficiencies observed on ships in 1995 are categorised in Table 6. The major categories of deficiencies as percentage of total numbers of deficiencies are shown in Figure 3.

Relatively minor deficiencies are found on many ships. These may not pose an immediate hazard to the safety of the ship or its crew or passengers and may be rectified during the ship's normal stay in port and without disruption to its schedule.

Details of all deficiencies have been recorded in this report even though, when viewed in isolation, some may be considered as relatively minor.

It will be noted that 2624 deficiencies were observed in life-saving appliances and 2180 in fire-fighting equipment. Deficiencies observed in life-saving appliances and fire-fighting equipment account for nearly half (45.48%) of the total number of deficiencies observed in 1995. Though this figure has decreased slightly from 1994, it is still alarming in view of the equipment's importance in the event of fire or a ship safety incident. It is believed many deficiencies might have been prevented with proper maintenance. Lack of maintenance may be due to inadequate management of ships by owners or operators, inadequate inspection or concern on the part of ship's officers or crew, inadequate provision of resources for adequate rectification, inadequate inspections by the flag State or inadequate surveys being undertaken by classification societies authorised by the flag State to perform inspections. The impact of reduced crew numbers on board vessels also contributes to a lack of time and/or resources available for equipment maintenance.

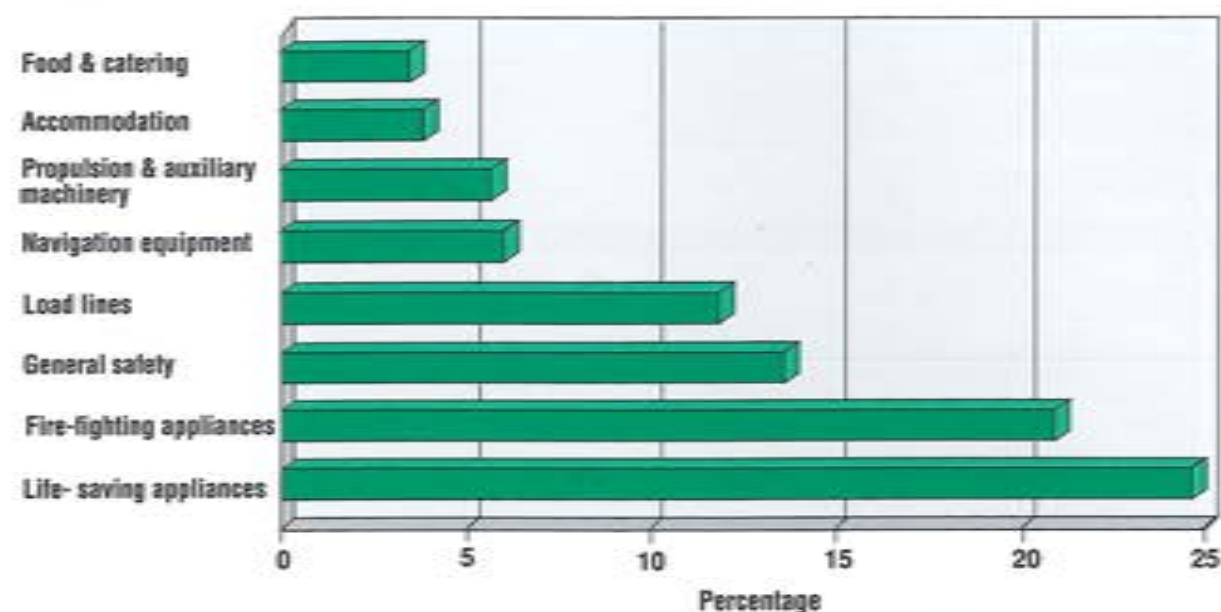


Figure 3 - Major categories of deficiencies as % of total number of deficiencies

Table 6 - Total & percentage of deficiency categories

Deficiency Categories	Number of occurrences					Percentage of Total				
	1991	1992	1993	1994	1995	1991	1992	1993	1994	1995
Life-saving Appliances	840	2920	2010	2415	2624	30.13	30.16	27.97	25.77	24.84
Fire-fighting Appliances	521	2088	1558	2027	2180	18.69	21.57	21.68	21.63	20.64
Safety in General	269	897	919	1186	1401	9.65	9.26	12.79	12.65	13.26
Load Lines	258	915	895	1085	1231	9.25	9.45	9.67	11.58	11.65
Navigation Equipment	198	659	478	445	594	7.10	6.81	6.65	4.75	5.62
Propulsion and Auxiliary Machinery	138	374	316	550	569	4.95	3.86	4.40	5.87	5.39
Accommodation	171	513	277	399	360	6.13	5.30	3.85	4.26	3.41
Food and Catering	137	399	280	327	324	4.91	4.12	3.90	3.49	3.07
Radio	26	85	57	91	258	0.93	0.88	0.79	0.97	2.44
Marpol Annex I (Oil)	11	79	109	150	255	0.39	0.82	1.52	1.60	2.41
Ship's Certificates	24	76	76	130	221	0.86	0.78	1.06	1.39	2.09
Mooring Arrangements	11	76	97	127	111	0.39	0.78	1.35	1.36	1.05
Crew Qualifications/Crew	29	59	42	62	102	0.72	0.61	0.58	0.66	0.97
Cargo/Cargo Gear	61	148	137	150	78	2.19	1.53	1.91	1.60	0.74
Accident Prevention	13	73	40	62	61	0.47	0.75	0.56	0.66	0.58
Solas Operational Deficiencies	0	0	0	9	52	0	0	0	0.10	0.49
Working Space	26	50	24	81	46	0.93	0.52	0.33	0.86	0.44
Marpol Operational Deficiencies	0	0	0	1	31	0	0	0	0.01	0.29
Alarm Signals	8	29	9	13	27	0.29	0.30	0.13	0.14	0.26
Tankers	4	31	18	29	22	0.14	0.32	0.25	0.31	0.21
Marpol Annex II (Chemicals)	8	21	2	5	11	0.29	0.22	0.03	0.05	0.10
Other	44	190	42	28	5	1.87	1.96	0.58	0.30	0.05
TOTAL	2788	9682	7186	9372	10563					

SELECTED DEFICIENCY CATEGORIES

Habitation - Living & Working Conditions

A major issue of concern identified in the 1995 sequel to the "Ships of Shame" report was the living and working conditions on board the ships.

Ships on which the health or safety of the crew is not adequately safeguarded are classified as substandard. A substandard ship is defined by the Navigation Act as: "A ship is, for the purpose of this Act, substandard if the ship is seaworthy, but conditions on board the ship are clearly hazardous to safety or health".

Inspections are conducted under the provision of Marine Orders, Part 11 (Substandard Ships). These Orders give effect to the spirit of ILO 147 concerning crew accommodation, food, catering, and prevention of occupational accidents.

These inspections form part of the port State control inspection regime and are normally made concurrently with the inspections concerning seaworthiness.

Accommodation

Besides the basic issues of human rights and well being of workers, the conditions under which the crew members live has an affect on the overall safe and pollution free operation of the ship.

The results of inspections of crew accommodation are summarised in Table 7. They show that most accommodation deficiencies involved sanitary facilities. Examples of deficiencies which are included in the crew accommodation category are: blocked drains; dirty hospitals and bathrooms; toilet flush water pipes leaking; basins broken; toilet bowls broken; light fittings broken; deck coverings in accommodation and alleyways defective and ship's provisions stored in accommodation spaces.

Accommodation most frequent deficiencies

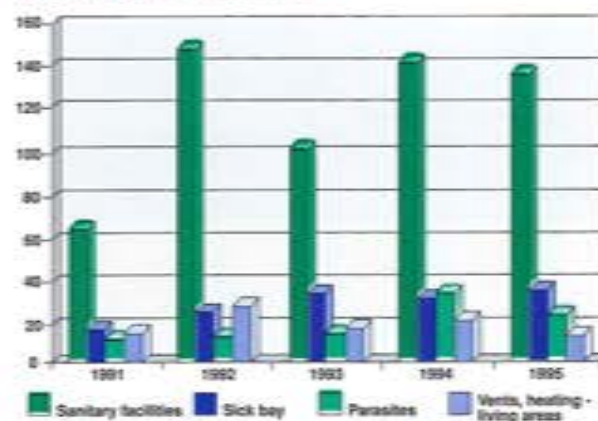


Table 7 - Accommodation deficiencies

Deficiency Categories	Number of occurrences					Percentage of Total				
	1991	1992	1993	1994	1995	1991	1992	1993	1994	1995
Sanitary Facilities	64	146	101	141	136	2.23	2.05	1.41	1.49	1.29
Sick Bay	18	25	36	33	37	0.63	0.35	0.50	0.35	0.35
Parasites	11	13	15	34	23	0.38	0.18	0.21	0.36	0.22
Vents, Heating - Living Areas	16	28	19	21	14	0.56	0.39	0.26	0.22	0.13
Drainage	7	5	8	11	12	0.24	0.07	0.11	0.12	0.11
Medical Equipment	1	5	4	13	7	0.03	0.07	0.05	0.14	0.07
Lighting in Living Areas	4	20	11	12	7	0.14	0.28	0.15	0.13	0.07
Pipes, Insulation Accom	5	1	1	7	2	0.17	0.01	0.01	0.07	0.02
Other	45	99	82	127	122	1.56	1.39	1.14	1.35	1.15

Food and Catering

The results of inspections are summarised in Table 8. The majority of deficiencies found in food and catering arrangements related to galleys and food storage handling rooms. This was largely due to poor standards of cleanliness. Other deficiencies included in this category are insulation in galleys sufficiently deteriorated to pose a potential health hazard; heavy grease deposits in galley exhaust ventilation trunking creating a potential fire hazard; refrigeration machinery for cooling storerooms not working efficiently and insufficient food for the intended voyage.

Food and catering most frequent deficiencies

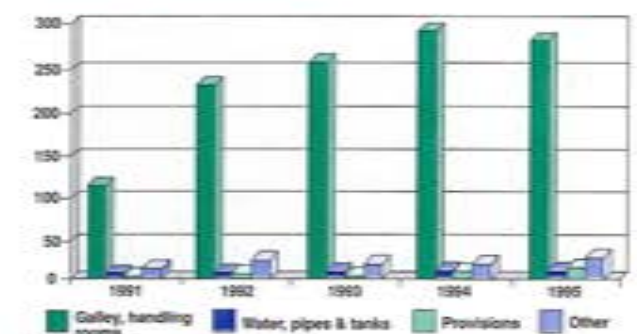


Table 8 - Food and catering deficiencies

Deficiency Categories	Number of occurrences					Percentage of Total				
	1991	1992	1993	1994	1995	1991	1992	1993	1994	1995
Galley, Handling Rooms	122	235	258	294	286	4.24	3.30	3.59	3.14	2.71
Water, Pipes and Tanks	3	4	6	7	7	0.10	0.06	0.08	0.07	0.08
Provisions	2	3	2	8	9	0.07	0.04	0.03	0.09	0.07
Other	10	20	14	18	22	0.35	0.28	0.19	0.19	0.21

Working Spaces

The conditions and facilities provided to enable crew members to perform their duties has an affect on the overall safe operation of the ship and the well being of its crew.

The provision of adequate lighting and ventilation in spaces where people are required to work is essential for a safe working environment. The results of inspections are summarised in Table 9.

46 deficiencies were noted in this category which account for 0.44% of all deficiencies observed.

Working spaces most frequent deficiencies

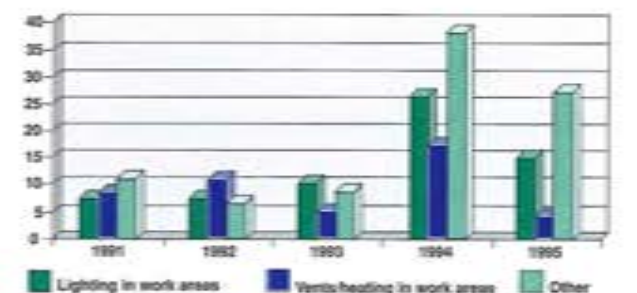


Table 9 - Working spaces deficiencies

Item	Number of occurrences					Percentage of Total Deficiencies				
	1991	1992	1993	1994	1995	1991	1992	1993	1994	1995
Lighting in Work Areas	7	7	10	26	15	0.24	0.10	0.14	0.28	0.14
Vents/Heating in Work Areas	8	11	5	17	4	0.28	0.15	0.07	0.18	0.04
Other	11	6	9	38	27	0.38	0.08	0.12	0.41	0.26

Accident Prevention

Hazardous areas or items on board ships such as hot surfaces and moving parts, are provided with safe guards to protect crew members from the hazard. It is important that these safe guards be maintained in good condition. The absence or deterioration of insulation on electrical cables, steam lines, exhaust pipes and other heated surfaces was observed on eleven occasions. Guards to protect operators from moving parts of machinery were observed to be missing or defective on thirteen occasions. In total, there were 61 deficiencies amounting to 0.58% of all deficiencies observed. Inspection results are summarised in Table 10.

Accident prevention
most frequent deficiencies

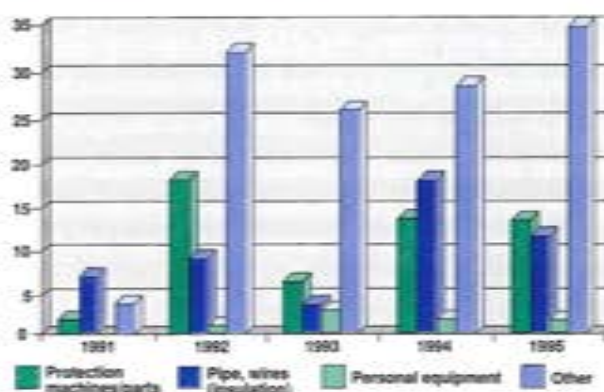


Table 10 - Accident prevention deficiencies

Deficiency Categories	Number of occurrences					Percentage of Total				
	1991	1992	1993	1994	1995	1991	1992	1993	1994	1995
Protection Machines/Parts	2	18	7	14	13	0.07	0.25	0.10	0.15	0.13
Pipes, Wires (Insulation)	7	9	4	18	11	0.24	0.13	0.05	0.19	0.10
Personal Equipment	-	1	3	2	2	-	0.01	0.04	0.02	0.02
Other	4	32	25	28	35	0.14	0.45	0.36	0.30	0.33

ANNEX - SHIPS DETAINED IN 1995

NOTE: (1) Not all ships were detained as a result of defects in items which were under survey by the Classification Society.
(2) Ships detained on more than one occasion.

Ship Name	IMO Number	Flag	Classification Society ⁽¹⁾
Abydos	8117017	Egypt	Lloyds Register of Shipping
Akashi Rex	8204597	Panama	Nippon Kaiji Kyokai
Alessandra D'Amato	8217362	Italy	Registro Italiano Navale
Altnes	7700556	Norway	Det Norske Veritas
Amapola	8402967	Panama	Nippon Kaiji Kyokai
Amelia	7235331	Denmark	Bureau Veritas
Anadyr	8120674	Russian Federation	Maritime Register of Shipping
Anasazi	7801271	Malta	Bureau Veritas
Anro Gowa	8026036	Indonesia	Germanischer Lloyd
Anro Jayakarta	7920560	Indonesia	Germanischer Lloyd
Arktis Princess	8702343	Denmark	Lloyd's Register of Shipping
Asean Glory	8029519	Panama	Nippon Kaiji Kyokai
Asia Angel	7319618	St. Vincent & the Grenadines	American Bureau of Shipping
Asian Banner	8202513	Singapore	American Bureau of Shipping
Albol	7211737	Singapore	American Bureau of Shipping
Atsuta Maru	7310167	Panama	Nippon Kaiji Kyokai
Aurora Sky	8028591	Panama	Nippon Kaiji Kyokai
Aurias	8301321	Philippines	Nippon Kaiji Kyokai
Bai Yun Hai	6700949	China	China Classification Society
Balaji Vintage	8025317	India	Det Norske Veritas
Barbican Spirit	7115036	Philippines	Registro Italiano Navale
Beauty Sea	8903349	Panama	China Classification Society
Bellatrix	7905596	Cyprus	Lloyd's Register of Shipping
Berga Falcon	8107311	Panama	Det Norske Veritas
Bocsa	7610505	Romania	Registrul Naval Roman
Bosavi	8108286	Papua New Guinea	American Bureau of Shipping
Bulk Galaxy	8323903	Panama	Nippon Kaiji Kyokai
Bunga Bidara	8907981	Malaysia	American Bureau of Shipping
C S Sunny	8319653	Panama	Nippon Kaiji Kyokai
Calatagan	8201337	Philippines	Lloyd's Register of Shipping
Callista	7314084	Liberia	Det Norske Veritas
Campania	8021517	Germany	Germanischer Lloyd
Cape Africa	9010735	Taiwan	China Corporation Register of Shipping
Cape Confidence	8029052	Philippines	Nippon Kaiji Kyokai
Cape Don	5415169	-	-
Cape Star	7916349	Panama	Nippon Kaiji Kyokai
Cassiopeia Ace	8217192	Panama	Nippon Kaiji Kyokai
Centex General	8818881	Taiwan	China Corporation Register of Shipping
Cerintus	8617952	Bahamas	Lloyd's Register of Shipping
CGM Renoir	7702877	France	Bureau Veritas
Chang Yi Hai	7417630	Singapore	China Classification Society
Chickasaw	8409800	Hong Kong	Lloyd's Register of Shipping
Chkalovsk	7433397	Cyprus	Bureau Veritas
Christina I	6614140	Panama	Bureau Veritas
Choetsu Maru	8611972	Panama	Nippon Kaiji Kyokai
Cido Star	8002004	Panama	Nippon Kaiji Kyokai
Clarisse Ventura	8101965	Liberia	American Bureau of Shipping
Clipper Aquamarine	7609714	Bahamas	American Bureau of Shipping
Comanesti	8907735	Liberia	Lloyd's Register of Shipping
Costis	8307222	Greece	Nippon Kaiji Kyokai
CSK Brilliance	7920766	Philippines	Nippon Kaiji Kyokai
Cyrus	6603567	Lebanon	Lloyd's Register of Shipping
Da Peng	7632424	China	China Classification Society
Devprayag	8321072	India	Indian Register of Shipping
Doceserra	8510922	Brazil	American Bureau of Shipping
Doric Chariot	9075670	Greece	Lloyd's Register of Shipping
El Hadjar	8103585	Algeria	Bureau Veritas
Elleair Taio	8507224	Panama	Nippon Kaiji Kyokai
Ezra I	7389651	Turkey	Det Norske Veritas

Ship Name	IMO Number	Flag	Classification Society
Ever Praise	7917939	Panama	American Bureau of Shipping
Ever Wise	8109199	Panama	Nippon Kaiji Kyokai
Expeditioner	7119628	Panama	Registro Italiano Navale
Faefing	8116972	Hong Kong	Det Norske Veritas
Fersa	9004839	St. Vincent & the Grenadines	Lloyd's Register of Shipping
Filass	7707695	Bahamas	Bureau Veritas
Four Tides	7423665	Malta	Registro Italiano Navale
Friendly River	7206483	Panama	Nippon Kaiji Kyokai
Fuji Ace	8113994	Vanuatu	Nippon Kaiji Kyokai
Ganzal Tsodasa	7025994	Russian Federation	Maritime Register of Shipping
Gao Cheng	8306747	China	China Classification Society
Gema Lestari	7905780	Indonesia	Nippon Kaiji Kyokai
Gemini Glory	7027136	Cyprus	Bureau Veritas
Global Spirit	8210211	Panama	Nippon Kaiji Kyokai
Glory Cape	8419893	Panama	Nippon Kaiji Kyokai
Golden Cape	7389625	Liberia	American Bureau of Shipping
Golden Victory	8414441	Panama	Nippon Kaiji Kyokai
Goya	7917927	Norway	American Bureau of Shipping
Halis Kalkavan	8311144	Turkey	Lloyd's Register of Shipping
Handy Fabiana	8217324	Philippines	Nippon Kaiji Kyokai
Handy Sonata	7913476	Liberia	Nippon Kaiji Kyokai
Hanjin Sydney	8606329	South Korea	Korean Register of Shipping
Hato Arrow	7380758	Bahamas	Det Norske Veritas
Havbar	8803458	Norway	Det Norske Veritas
Holger SIF	8408284	Bahamas	Lloyd's Register of Shipping
Hong Qi 206	8404836	China	China Classification Society
Hope Sea	7013745	Panama	Lloyd's Register of Shipping
Hsing May	8807583	Liberia	American Bureau of Shipping
Hua Guang	8103248	China	China Classification Society
Hua Kai	7628344	China	China Classification Society
Hua Kun	7519012	China	China Classification Society
Huang Shan	8008795	Hong Kong	Bureau Veritas
Hai Fu	7600653	China	China Classification Society
Hai Zhong	7823619	China	China Classification Society
Hyundai Continental	8517918	South Korea	Korean Register of Shipping
ICL Rajarajan	7632761	India	Indian Register of Shipping
Iolcos Eternity	7391862	Greece	Nippon Kaiji Kyokai
Ionian Mariner	7621009	Panama	Det Norske Veritas
Ionian Sea	7804584	Panama	Nippon Kaiji Kyokai
Iran Chamran	8309610	Iran	Lloyd's Register of Shipping
Iran Navab	8320145	Iran	Det Norske Veritas
Iran Shariat	8107581	Iran	Det Norske Veritas
J. Jessica	8513429	Philippines	Nippon Kaiji Kyokai
Java Gold	7911430	Singapore	American Bureau of Shipping
Java Gold ²	7911430	Singapore	American Bureau of Shipping
Java Transporter	9106687	Singapore	American Bureau of Shipping
Jia Hai	6721149	China	China Classification Society
Jia Hai ²	6721149	China	China Classification Society
Jian She 34	9109677	Panama	Bureau Veritas
John F	8902496	Cyprus	Det Norske Veritas
Joyous Age	9047099	Liberia	Nippon Kaiji Kyokai
K. Prime	7926019	Panama	Lloyd's Register of Shipping
Kanper	8321034	India	Det Norske Veritas
Kapitan A Polkovskiy	7702516	Liberia	Maritime Register of Shipping
Kapitan Kurw	8502717	Russian Federation	Maritime Register of Shipping
Kapitan Penkov	7932587	Ukraine	Maritime Register of Shipping
Kappa Unity	8020939	Cyprus	Nippon Kaiji Kyokai
Khudzbnik Ioganson	7532765	Russian Federation	Maritime Register of Shipping
Khudzbnik Zhukov	7614317	Russian Federation	Maritime Register of Shipping
Kibo	7379785	Philippines	Nippon Kaiji Kyokai
Kosice	8610928	Malta	Lloyd's Register of Shipping
Krasnoyarskiy	8723218	Russian Federation	Maritime Register of Shipping

Ship Name	IMO Number	Flag	Classification Society
Laemthong Pride	7627948	Thailand	Bureau Veritas
Lagithos	7908926	Cyprus	Nippon Kaiji Kyokai
Lark Lake	8719217	Liberia	American Bureau of Shipping
Lak Priti	7503843	India	Indian Register of Shipping
Loyally	8311493	Panama	Nippon Kaiji Kyokai
Majapahit	7920572	Indonesia	Germanischer Lloyd/P.T.(Persero) Biro Klasifikasi Indonesia
Malama	7354280	Cyprus	Det Norske Veritas
Mar Grande	8214906	Panama	Nippon Kaiji Kyokai
Marine Grace	8015180	Panama	Nippon Kaiji Kyokai
Marine Universal II	8123030	Panama	Nippon Kaiji Kyokai
Maritime Bangkok	7433074	Singapore	Lloyd's Register of Shipping
Maritime Songkhla	7916117	Singapore	Nippon Kaiji Kyokai
Martha II	8313661	Norway	American Bureau of Shipping
Mawashi Al-Gasseem	7326893	Saudi Arabia	Lloyd's Register of Shipping
May Lily	8210388	Philippines	Nippon Kaiji Kyokai
Melana 18	9055723	Papua New Guinea	Bureau Veritas
Metal Trader	7633105	Philippines	Bureau Veritas
Min Noble	7929968	Panama	Lloyd's Register of Shipping
Ming Wisdom	8025800	Taiwan	China Corporation Register of Shipping
Ming Xi Hai	6706357	China	China Classification Society
MSC Giovanna	7218371	Panama	Germanischer Lloyd
MSC Maria Laura	7315662	Panama	Germanischer Lloyd
MSC Samia	7310143	Panama	Germanischer Lloyd
Nand Rati	8026139	India	Lloyd's Register of Shipping/Indian Register of Shipping
Neptune Sirius	8103286	Singapore	Lloyd's Register of Shipping
New Carissa	8716136	Philippines	Nippon Kaiji Kyokai
New Eminence	9100401	Panama	Nippon Kaiji Kyokai
Nikolay Kuznetsov	8330463	Ukraine	Maritime Register of Shipping
Nikolay Kuznetsov ²	8330463	Liberia	Maritime Register of Shipping
Nira Naree	7620861	Thailand	Nippon Kaiji Kyokai
Ocean Atlas	8309139	Panama	Nippon Kaiji Kyokai
Ocean Centurion	7626401	Cyprus	Bureau Veritas
Ocean Friend	8002779	South Korea	Korean Register of Shipping
Ocean Meg	8509416	Panama	Nippon Kaiji Kyokai
Ocean Rose	8915976	Philippines	Nippon Kaiji Kyokai
Ocean Sunrise	8222006	Panama	Nippon Kaiji Kyokai
Oceanic Success	8915720	Philippines	Nippon Kaiji Kyokai
Orange Phoenix	8501684	Philippines	Nippon Kaiji Kyokai
Orient Trust	7524122	Panama	Nippon Kaiji Kyokai
Oriental Spring	8314990	Panama	Nippon Kaiji Kyokai
Oriental Viking	8307430	Philippines	Nippon Kaiji Kyokai
Pacific Challenger	9081708	Hong Kong	Det Norske Veritas
Pacific Jasmin	7427714	Liberia	Nippon Kaiji Kyokai
Pacific Trader	7718204	Greece	American Bureau of Shipping
Pacsea	8701375	Myanmar	American Bureau of Shipping
Palvia	7304948	Panama	American Bureau of Shipping
Periandros of Korinthos	7923940	Cyprus	American Bureau of Shipping
Periandros of Korinthos ²	7923940	Cyprus	Registro Italiano Navale
Pemas Arang	8124840	Malaysia	Det Norske Veritas
Pilot	7913074	Bahamas	Lloyd's Register of Shipping
Ping Hai	6719990	China	China Classification Society
Pipitsa Petrakis	8217897	Cyprus	Nippon Kaiji Kyokai
Pisces Pioneer	8117855	Hong Kong	Lloyd's Register of Shipping
Pos Dedicator	9037719	Panama	Korean Register of Shipping
Prestige	7718034	Greece	Lloyd's Register of Shipping
Pyrmont Bridge	7900041	Liberia	Germanischer Lloyd
Pyrmont Bridge ²	7900041	Liberia	Germanischer Lloyd
Rangimui	8603535	Antigua and Barbuda	Germanischer Lloyd
Ratna Vandana	7311977	India	Lloyd's Register of Shipping
Richway	8103444	Panama	Nippon Kaiji Kyokai
Rita D'Amato	8217374	Malta	Registro Italiano Navale
Saikai Mera	7916519	Japan	Nippon Kaiji Kyokai

1995 PORT STATE CONTROL

Ship Name	IMO Number	Flag	Classification Society
Sammi Aurora	7700312	South Korea	Korean Register of Shipping
Sammi Blonde	7310038	South Korea	Korean Register of Shipping
Samos	7378896	Greece	American Bureau of Shipping
Samsun Trust	7905596	Cyprus	Lloyd's Register of Shipping
Santa Barbara	8029820	Panama	Nippon Kaiji Kyokai
Sanyo Maru	8315308	Japan	Nippon Kaiji Kyokai
Sea Crane	8408533	Singapore	Nippon Kaiji Kyokai
Sea Sparkle	8307208	Liberia	Nippon Kaiji Kyokai
Sea Swift	8300511	Panama	Nippon Kaiji Kyokai
Shao Shan	7016101	St. Vincent & the Grenadines	American Bureau of Shipping
Shirotae Maru	7916571	Japan	Nippon Kaiji Kyokai
Shou Chang Hai	8316508	China	China Classification Society
Silver Hawk III	8309115	Philippines	Nippon Kaiji Kyokai
Silvergate	8021373	Panama	Nippon Kaiji Kyokai
Sincere No. 8	7380370	Panama	American Bureau of Shipping
Sincere No. 8 ⁽²⁾	7380370	Panama	American Bureau of Shipping
Skulptor Konenkov	7383865	Russian Federation	Maritime Register of Shipping
Soarer Bellona	8319691	Philippines	Nippon Kaiji Kyokai
Southern Queen	8113748	Panama	Nippon Kaiji Kyokai
Spring Swift	8307571	Liberia	Nippon Kaiji Kyokai
Staberg	7366116	Norway	Lloyd's Register of Shipping
Star Orchid	7357048	Singapore	Nippon Kaiji Kyokai
Starfest	8100997	Philippines	Nippon Kaiji Kyokai
Stassfurt	7433696	Germany	Germanischer Lloyd
Stellar Cape	8903117	Philippines	Nippon Kaiji Kyokai
Stellar Era	9071222	Philippines	Nippon Kaiji Kyokai
Stenberg	7908574	Norway	Bureau Veritas
Stoll Azalea	8709731	Liberia	Nippon Kaiji Kyokai
Stoll Camellia	8011550	Panama	Nippon Kaiji Kyokai
Sucidava	8123937	Romania	Registrul Naval Roman
Sultan Mahmud Badaruddin II	8303240	Indonesia	Germanischer Lloyd
Sun Master	9003184	Panama	Det Norske Veritas
Sylva	7380497	Philippines	Nippon Kaiji Kyokai
Taharaa	7701665	Liberia	Nippon Kaiji Kyokai
Theotoko	8100882	Greece	Bureau Veritas
Thor Scan	8111790	Antilles, Netherlands	Germanischer Lloyd
Tian Shan Hai	8406444	China	China Classification Society
Tocumen	8800391	Panama	Bureau Veritas
Tomis Future	8607957	Malta	Det Norske Veritas
Top Glory	8307820	Liberia	American Bureau of Shipping
Toyo Eternity	7391862	Philippines	Nippon Kaiji Kyokai
Transocean	7303566	Liberia	Det Norske Veritas
Triton Highway	8612263	Japan	Nippon Kaiji Kyokai
Ufan	7381738	Liberia	Det Norske Veritas
Van K	7636858	Turkey	Lloyd's Register of Shipping
Venanna	8010960	Liberia	Bureau Veritas
Vigsnes	7700544	Panama	Det Norske Veritas
Wan Ling	7526510	China	China Classification Society
World Amphion	7640160	Greece	American Bureau of Shipping
World Argonaut	7412276	Greece	American Bureau of Shipping
Xin Long Jiang	7234442	China	China Classification Society
Xin Zhu Jiang	7515298	China	China Classification Society
Xing Da	7046027	St. Vincent & the Grenadines	Germanischer Lloyd
Y.F. Libra	7705465	Singapore	Det Norske Veritas
Ye Jin 1	7053226	Liberia	Lloyd's Register of Shipping
Ye Jin 1 ⁽²⁾	7053226	Liberia	Lloyd's Register of Shipping
Yi Meng Shan	8601264	China	China Classification Society
Yin Shan Hai	7205908	Panama	China Classification Society
You Yi	8912637	Vanuatu	Nippon Kaiji Kyokai
Zetland	8412649	Hong Kong	Lloyd's Register of Shipping
Zhen Bao Shi	7522423	China	China Classification Society